

What Is Claimed Is:

1. A method for improving visibility in a motor vehicle, at least one light source of the motor vehicle illuminating an illumination range,
wherein
 - at least one sensor in the motor vehicle monitors at least part of the illumination range of the light source for the presence of at least one object, the sensor generating sensor signals as a function of the at least one object which is present,
 - the light source being adjusted as a function of the sensor signals in such a way that the spatial and/or temporal irradiation of the at least one object which is present at least with light having wavelengths outside of the visible spectrum of the light source is less than a specifiable first limiting value.
2. The method as recited in Claim 1,
wherein the light source is a headlamp which emits illumination at least in the near-infrared wavelength range.
3. The method as recited in one of the preceding claims,
wherein at least one ultrasonic sensor and/or at least one radar sensor which preferably operates in the 24 GHz and/or 77 GHz wavelength range, and/or at least one LIDAR sensor and/or at least one video sensor generates the sensor signals.
4. The method as recited in one of the preceding claims,
wherein the light source is deactivated and/or activated as a function of the sensor signals.

5. The method as recited in one of the preceding claims, wherein the spatial and/or temporal intensity of the light from the light source is adjusted as a function of the sensor signals.
6. The method as recited in one of the preceding claims, wherein the spectral composition of the light from the light source is adjusted as a function of the sensor signals.
7. The method as recited in one of the preceding claims, wherein an acoustic and/or optical warning signal warns the at least one object which is present if the spatial and/or temporal irradiation of the at least one object which is present at least with the light having wavelengths outside the visible spectrum of the light source is greater than a specifiable second limiting value, the second limiting value being less than or equal to the first limiting value.
8. A device for improving visibility in a motor vehicle, in particular for carrying out the method as recited in at least one of Claims 1 through 7, having at least one light source of the motor vehicle, the light source illuminating an illumination range, characterized by
 - at least one sensor in the motor vehicle, the sensor being configured in such a way that the sensor monitors at least part of the illumination range of the light source for the presence of at least one object, the sensor generating sensor signals as a function of the at least one object which is present,
 - at least one processing unit which adjusts the light source as a function of the sensor signals in such a

way that the spatial and/or temporal irradiation of the at least one object which is present at least with light having wavelengths outside of the visible spectrum of the light source is less than a specifiable first limiting value.

9. A processing unit for improving visibility in a motor vehicle, in particular for carrying out the method as recited in at least one of Claims 1 through 7, the processing unit having at least a first interface for receiving sensor signals of at least one sensor in the motor vehicle,
wherein
 - the processing unit includes means for processing the sensor signals, the sensor signals containing information about the presence of at least one object within at least one part of an illumination range - of at least one light source - monitored by the sensor,
 - the processing unit includes means for generating adjustment signals for the light source, the adjustment signals being produced as a function of the sensor signals in such a way that the spatial and/or temporal irradiation of the at least one object which is present at least with light having wavelengths outside of the visible spectrum of the light source is less than a specifiable first limiting value,
 - the processing unit includes at least one second interface for transferring the adjustment signals which were produced to the light source.
10. Use of the device as recited in Claim 8 and/or the processing unit as recited in Claim 9 in a night-view system of a motor vehicle.